

The Mo-Hud

Knockoff



NEWSLETTER OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA (Mo-Hud)

March 2017

The REport

The Right Tool for the Job

Taking a break from the usual "club business" of the monthly REport... These hilarious automotive tool definitions come to us courtesy of **Peter Egan**, one of my all-time favorite automotive writers. This piece originally appeared in *Road & Track*, April 1996 in Peter's column, *Side Glances*.

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.

Mechanic's Knife: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing convertible tops or tonneau covers.

Electric Hand Drill: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling roll bar mounting holes in the floor of a sports car just above the brake line that goes to the rear axle.

Hacksaw: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Vise-Grips: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Oxyacetylene Torch: Used almost entirely for lighting those stale garage cigarettes you keep hidden in the back of the Whitworth socket drawer (What wife would think to look in *there*?) because you can never remember to buy lighter fluid for the Zippo lighter you got from the PX at Fort Campbell

Zippo Lighter: See oxyacetylene torch.

Whitworth Sockets: Once used for working on older British cars and motorcycles, they are now used mainly for hiding six-month old Salems from the sort of person who would throw them away for no good reason.

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against the Rolling Stones poster over the bench grinder.

Wire Wheel: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "Django Reinhardt".

Hydraulic Floor Jack: Used for lowering a Mustang to the ground after you have installed a set of Ford Motorsports lowered road springs, trapping the jack handle firmly under the front air dam.

Eight-Foot Long Douglas Fir 2X4: Used for levering a car upward off a hydraulic jack.

Tweezers: A tool for removing wood splinters.

... For the Good of the Sport; **Jim Bucci**, Regional Executive

Calendar

- **March 1:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.
While the formal meeting starts at 7:30pm, we start gathering around 6pm to share time with our fellow members.
Contact: Jim Bucci hdjimbu@gmail.com
- **April 1:** Saturday, Time TBD. Tech Party, North Country Subaru, 616 Quaker Road, Queensbury (Northway Exit 19 > 254 East).
Event includes planned visit by Subaru rally team.
Contact: Jack Hanifan jackhanifan@hotmail.com
- **April 5:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.
April's general membership meeting will feature guest speaker Jim Donick. Donick, who races with the Vintage Sports Car Club of America (VSCCA), will give a presentation on the Mount Equinox hillclimb. From the mid 50s to early 70s the Mount Equinox hillclimb was an SCCA event. Back in its prime, a number of MoHud members raced at Mount Equinox, and its history continues on the VSCCA calendar.
- **April 8:** Saturday, Noon. Tech Party, Bob Karl's Sales and Service, 2791 6th Avenue, Troy.
Inner person to be comforted with hot dogs and hamburgers.
Contact: Jack Hanifan jackhanifan@hotmail.com

Winter got ya down?

Need to get out and have some fun with your car?

Join us for the MoHud, SCCA



4 Points Rally

Saturday - March 4th



Starting Location: Cumberland Farms, 211 Troy-Schenectady Road, Latham, NY

Start Time: first car off at 3:00pm

Entry Fee: \$15/car

This is a fun, social rally that should take under three hours to complete. The rally will end at a restaurant where we can order dinner, socialize, and have a trophy presentation.

Hey Solo competitors! Yeah, I'm talking to you. If we get 5 or more of the regular MoHud solo competitors to enter our rally, we'll be giving a free season entry for the 2017 MoHud Solo Season*.

Not an SCCA member? No problem. Free weekend memberships available for the Road Rally program.

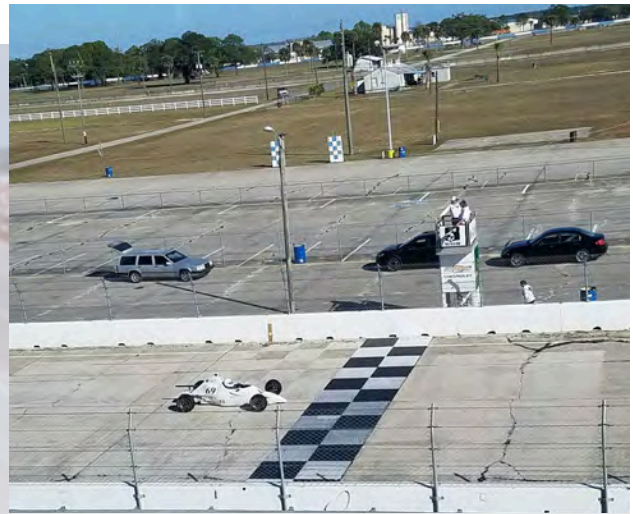
*or a seat in our next Tire Rack Street Survival school to be held in April. Must be present to win. Drawing to be held following the trophy presentation.

Contact: Trish Bucci

March 2017 Competition Report

- Jack Hanifan -

First I have to note that I am writing this report in the Tower at Sebring International Raceway. This is probably about my 20th visit to this track and every time I am here I cannot help but think of the many historic events that have occurred here. It is a close 2nd to Watkins Glen in that regard and I have the same thoughts when I go to WGI, a track I have driven over 200 times. These thoughts have been aired.. on with the report.



Tech Parties- We have two Tech Parties scheduled: April 1st at North Country Subaru, Queensbury NY and April 8th at Bob Karl Sales and Service in Troy, NY. Both start at noon.

Tech Party Preparation- Check your belts for expiration Dates, Check the GCR for any changes which might affect your car.

Helmets- 2005 Snell SA helmets are no longer legal; Snell SA 2010 and Snell 2015 helmets are compliant .Helmets with SFI sticker 31.1 or FIA standard 88600-2004 or later are compliant.

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SCCA NATIONAL CONVENTION REPORT-Jack Hanifan

Annual Meeting-The outgoing members of the Board of Directors were presented with mementos and the new incoming members were presented including our own Area 10 Director Earl Hulbert .

The various branches of the Club gave their annual reports. Pro Racing announced they have a 25 year agreement for Trans-Am. They also announced the loss of several race series and a loss of 756K for 2016. Yes a loss of 756 thousand dollars in 2016. SCCA Enterprises is doing well with the introduction of SRF3. SCCA Inc finished the year 135K over expectations.

I attended the following meetings:

Club Race Speed Dating- A meeting for all race specialties to increase the ability to work together.

Building a Successful Race Series with Gary Pitts and Chris Mosley- This meeting allowed racers from different parts of the country to exchange ideas and formats used to promote racing series. The NeDiv Divisional series was used as a benchmark for a successful series.

True meaning of Stewardship- This meeting dealt with the duties of Stewards, proper procedures with an emphasis on being competitor friendly.

Risk Management Insurance- This Q&A session with our insurance carriers dealt on waiver procedures and our responsibilities as organizers. Our Insurance partner K&K Insurance Group provided their Risk Management Team led by Senior Vice President Paul Underwood. This is the session where we found out that our Solo and Rally events have been using the wrong waiver form. We have taken steps to resolve this.

Club Racing Town Hall- This two hour session dealt with current issues in club racing. The major topic of discussion was the Runoffs at Indy. As you probably know, Eric Prill had sent out a memo about paddock space and the possible need to restrict entries. Eric made it clear that this would be an absolute last option. He even said he would give up his space before another driver was not allowed entry.

Track Review- This was a three hour session dealing with Track Safety. As one of the Track Reviewers in the North East, I have to review tracks for safety items. The class dealt with everything from pavement markings to tire wall construction.

Incentive Programs- Chris Robbins, a Steward, driver and Southwest Airlines Executive, discussed all types of incentives ranging from swag to scheduling. This was an excellent presentation, all participants were engaged.

Leadership Summit Closing Session-This was a wrap up of the various leadership meetings with comments for improving next year.

The National Convention ended with the Hall of Fame Banquet.

SOLO Report: I

- Russ Burckhard -

It's time to start preparing for the 2017 Solo season!

For those of you that need a helmet for the upcoming season, there is a new choice for you. While looking for a new helmet for son Johnathon at Christmas time, I had a hard time finding a Snell helmet. Thanks to a knowledgeable salesman at a local motorcycle shop, he let me know of a new rating that looks to be replacing the Snell standard. It is a R22.05 rating. So this will give a few more choices in your search.

Below is the relevant section from the SCCA rulebook (Jan, 2017). Please verify your choice of new helmet at <https://www.scca.com/pages/solo-cars-and-rules> before purchasing. Also, while you are looking up the helmet rules take a look at the rest of the rules to make sure that nothing that applies to you has changed.

4.3 DRIVER'S SAFETY EQUIPMENT

4.3.1 Helmets Helmets meeting the following standards must be worn while on course: All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005); SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A; ECE R22.05; FIA standards 8859-2015, 8860-2010, 8860-2004; or British spec BS6658-85 type A are acceptable. Full face or modular helmets shall be worn while competing in an openwheel car, formula car, or kart. Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other vehicle with less than the standard-size windshield. Formula Junior drivers must use helmets meeting the above, SFI 24.1 (Youth Helmets), Snell CMR2007 (Children's Motorsports Restricted), or Snell CMS2007 (Children's Motorsports Standard) specifications. Also, Formula Junior helmets must be of closed face design incorporating full face shields and chin bars. For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The chin strap must be securely fastened. Loaner helmets should be available to vehicle occupants not having their own.

2017 SCCA® National Solo® Rules Section 4.3.1

SA2015		M2015	
SAH2010		M2010	
SA2010		M2005	
SA2005		K2015	
CMR2007 (Children)		K2010	
CMS2007 (Children)		K2005	
ECE R22.05 Regulation 22		8859-2015 8860-2010 8860-2004	
31.1/2005 31.1/2010 31.1/2015	41.1/2005 41.1/2010 41.1/2015	24.1 (Youth)	 

Understanding the ECE R22.05 certification label



05300140/P-010

- A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval.
- The approval number (1st two digits at present "05") followed by:
 - A dash and symbol:
 - "J" if the helmet does not have a lower face cover (open face)
 - "P" if the helmet has a protective lower face cover (full face), or
 - "NP" if the helmet has a non-protective lower face cover.
 - A dash followed by a production serial number.

This will likely be a sewn-in fabric label inside the helmet.



BS6658-85 type A/FR
BS6658-85 type A



SOLO Report II

- Russ Burckhard -

The Solo Advisory Committee met on February 11th to go over the upcoming year. We picked a good day as it was in between snowstorms and I was able to be there for the whole meeting.

We had one change to the committee: Phil Shoemaker has stepped down; I would like to thank Phil for his service. We chose not to replace him. Last year we added two members, for a total of 10. With Phil stepping down we now have 9 members in the committee. This is a good number because it removes the possibility of a tie vote.

Your SAC members for this year are; Aashish Vemulapalli, Andy Furlong, Bruce Kosakoski, Eric Smith, Lyndon Peck, Miguel Teixeira, Skyler Weisenburger, Tom Moeller, and myself.

At the meeting we changed the Supplemental rules slightly. The entry fees this year have changed due to the increase in temporary memberships increase. Members will continue to be \$30, but Non-Members increased \$5 to \$50 due to SCCA raising their tariff by that amount. We also changed the way a few things were worded; nothing major though.

We also went over the schedule. We have decided to go with a 7 event season this year. We are also planning for 2 test and tunes. Keep an eye on the website for the schedule. I will put it out as soon as I get confirmation. If all goes right, we will have an earlier start this year with our first event at the end of April.

There is also talk of doing an Annual Tech session at the Annual Tech Parties. In the past, these events have been for the Club Racers. To try and close the gap between the two groups, we are planning on joining them. Annual Tech is reserved for SCCA members, but all are encouraged to attend. April 1 it will be at [North Country Imports](#). April 8 will be at [Bob Karl's Sales and Service](#).

Tire Rack Northeast Championship Solo Comes to Devens, Mass, June 16th - 18th

"Tire Rack SCCA Solo Championship Tour events take place over three days on two separate courses. The opening day consists of Test and Tune opportunities, as well as a social gathering. Then on the second day, competitors each get three chances to drive one course, and on the third day get three runs on another course." (SCCA).

The Championship Tour is a step up from our regional events, with longer, multiple, courses and a sizable number of freakingly-serious competitors. There are also opportunities to offset expenses through product (use) contingency awards. MoHud Soloers planning to compete at Devens should check out details via the SCCA website.

The MoHud Month in Pictures



On the right coast, Jack Hanifan convenes the MoHud Snowbird Advisory Board.

That would be Jack behind the Hasselblad.

Over on the left coast, Diane Malecki takes a Shelby Mustang aggressively through the corners on Mullholland Drive.

That would be co-driver Paul behind the non-image-stabilized iCamera.



Up near the Arctic Circle, MoHuders race with AMEC on Lake Wells.

Look closely; MoHuders are the ones waving to the camera!

That would be Jon Seelow's drone taking the shot.

Membership Report

- Jim Garry -

As of the middle of February our membership total stands at 533. This is holding pretty steady for a couple months now.

Know someone who you think might be interested in a Rally? We're having one soon. Autocrossing? The season starts soon. Please tell them about your club and bring them out to an event.

New Members Since January

Madi-Lynn Alexander, Cohoes

Graham Willsey, East Berne

Kenneth Relation, Clifton Park

Interests

Rally, Solo

Club Racing, Rally, Solo

Welcome to SCCA!

Significant Anniversaries

Twenty Years

Michael Bromirski

Jeannette Udway

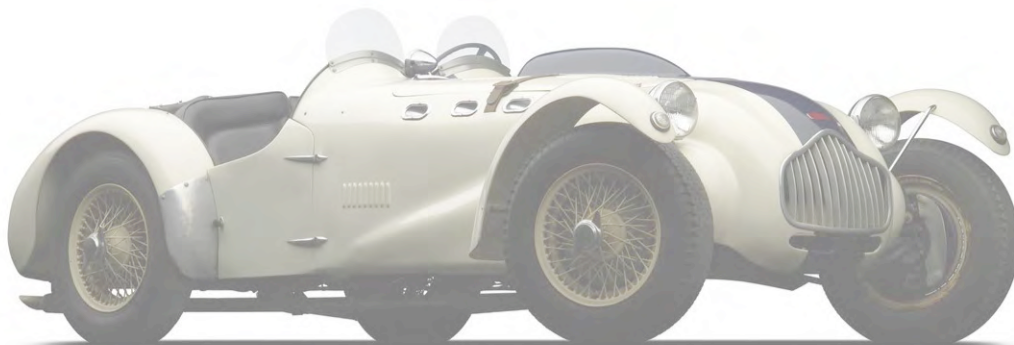
Fifteen Years

Joe Sell

Kevin McIlvain

Five Years

Russell Gorman



MoHud Board of Directors Meeting, January 23, 2017

Orchard Tavern, Albany

Jim Bucci (Presiding), Ron Bass (Recording), Eric Smith, Jack Hanifan, Bruce Kosakoski, Vince DePaul, Paul Malecki (Observing).

Meeting called to order at 7:20 pm.

- Budget - line items reviewed.
- Officer succession planning was discussed.
- Worker appreciation discussed. Awards process will be renewed for 2017.
- National Convention - legal responsibility of Region Officers was discussed at the Convention.

Meeting adjourned at 8:20 pm.

- Ron Bass -

General Membership Meeting Minutes, February 1, 2017

Orchard Tavern, Albany

Meeting called to order - 7:30 pm.

January Meeting minutes - accepted unanimously.

Treasurer - Vince provided a summary of the previous month's income and expenses.

Membership - 532 current members in the Region. Membership anniversaries presented. New members attending the meeting were introduced to the membership.

Solo - next year's schedule is being worked on.

Knock Off - publication of advertisements discussed.

TRSS - tentatively planned for April.

Rally - scheduled for March 4, 3:00 pm start time with dinner and awards to follow. Format will be a "social" rally. Under consideration is conducting a drawing for rally attendees for a free Solo or TRSS entry.

Competition - First Tech Party will be April 1 at North Country Imports. Second Tech Party April 8 at Bob Karl's in Troy, NY.

Old/New Business - 2017 budget passed unanimously.

National Convention - Jim and Jack summarized info provided at the seminars they attended.

Worker and Volunteer Awards - Jack is requesting for help from the membership to help with the Committee. Tricia and Russ volunteered.

Guptill's Car Show - the Region will continue to maintain a presence at the show.

Meeting adjourned at 8:15 pm.

- Ron Bass -

Mo-Hud Officers and Contacts

Regional Executive (RE)

Jim Bucci hdjimbu@gmail.com

Assistant RE

Eric "EJ" Smith EJEvo8@gmail.com

Treasurer

Vince DePaul vjdepaul@gmail.com

Secretary

Ron Bass m3apx@aol.com

Competition Chair / Activities Director

Jack Hanifan jackhanifan@hotmail.com

Rally Chair

Trish Bucci trimar71@gmail.com

SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

Jim Garry jim_garry@verizon.net

Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Open.

Contact Jim Bucci or Jack Hanifan if interested...

Chief, Flagging & Comm.

Richard Alexander dweebdad@msn.com

Merchandise

Chip VanSlyke

Director

Bruce Kosakoski 518.674.8816 (H)

Director

Dick Stewart stewartco@aol.com

WebMaster

Eric "EJ" Smith ejevo8@gmail.com

NeDiv License Chair

Peter W. Smith tbspete@gmail.com

KnockOff

Paul Malecki paul@dianenpaulmalecki.org

For more information about the Mohawk-Hudson Region SCCA, and membership in the Sports Car Club of America, go to < <http://www.mohud-scca.org> >

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7:30pm, at the Orchard Tavern, 68 North Manning Boulevard, Albany.



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The KnockOff Journal

This Month...

- Car-spotting in Watervliet
- Racing Colours: the book



Car-spotting in Watervliet:

...can you name it without Googling?

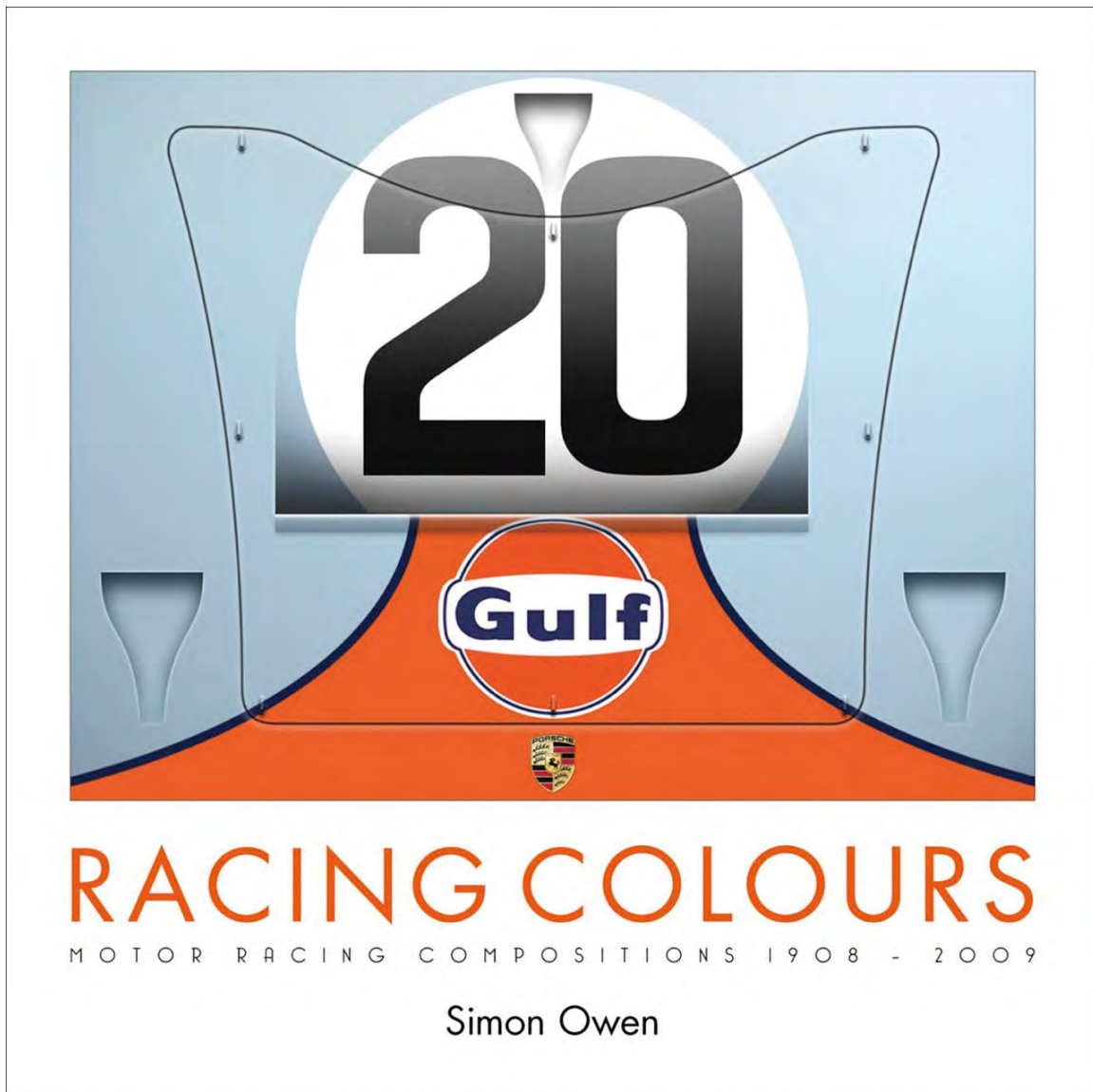
Those in the know are aware that Watervliet can be a special place for car-spotting. There's the recent garage-find Jaguar XK120, the E-type Jaguar parked next to a Caterpillar bulldozer, and the cool pickup that showed up the day that Autozone opened up a new store in the heart of the city.

Can you identify the make, year and model without trolling the Internet? First KO reader to correctly identify will receive a relevant prize. E-mail your answer to < paul@dianenpaulmalecki.org > along with a statement that you did not troll the Internet to find the answer.



Photo: Jim Bucci

Racing Colours: The Book



Somewhat different from most books devoted to automobile racing, *Racing Colours* is collection of digital images evoking the liveries of racers from a 1908 Panhard-Levassor to the Le Mans-winning 2009 Peugeot 908HDi. It's a small book, each page being 7" by 7", but the purity of the graphics are so very impressive. Each of the 76 plates is accompanied by a page with a relevant quote. The appendix illustrates Owen's notes and sketches for a number of the plates. A sampling follows this page.

You can get *Racing Colours* for under \$25 from Amazon.com, while a number of the plates are available as slightly larger prints via < <https://www.historiccarart.net/> > for about \$50 at today's exchange rate.

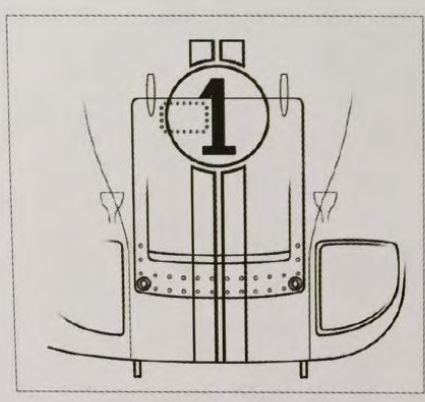
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Racing Colours: the Process... the Result...

Ford GT40

Nº 34 ~ 1966 Ford GT40 Mk.II. (Nº1).

(sorry ~ Just had an idea about the rather uninteresting 1960 Lotus 12 panel, 'Lens Flare' coming from the fuel filler cap could liven up this otherwise drab panel. Think of other tricks to liven up any other 'limit' panels ~ DON'T FORGET the 'Trees' Brushes, to be used as reflections.)



"Ken should have won the race, and in most everyone's mind he did win the race. I take full responsibility for it, and I'm very sorry for it because Ken was killed at Riverside two months later. Every time you go racing you put your reputation on the line."

Carroll Shelby

